



*You're invited to  
Upcoming Public  
Meetings!*



THE ALTAMONT  
CORRIDOR RAIL PROJECT

Help Realize The Altamont

# The Vision

A new vision is taking shape. Imagine a train that could transform your life, boost your city's economy and help save the environment. Some call it "Super ACE." We call it entirely possible.

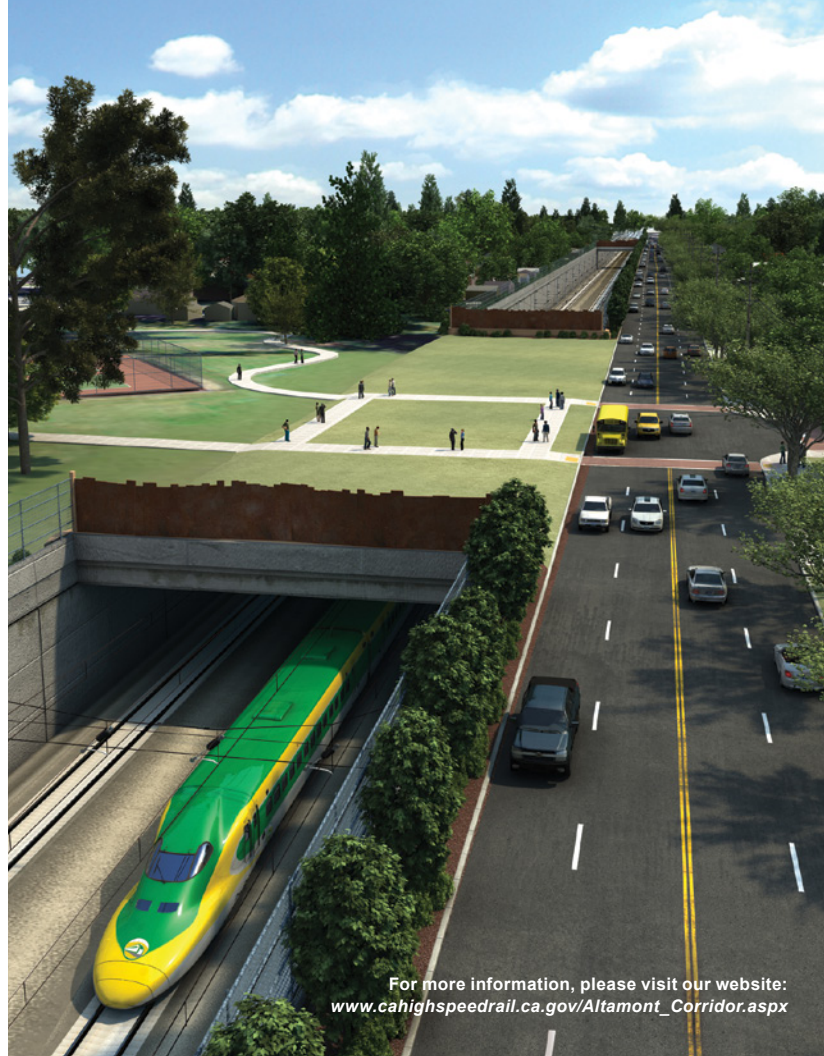
Plans are in the works for a modern new regional rail system that will connect the San Joaquin Valley with the Bay Area. Faster, cleaner, and greener electric trains could whisk passengers to tech jobs in the Silicon Valley or simply to lunch in Livermore. Cleaner air, greater freedom, and mobility are just some of the perks.

In addition to transforming our regional transportation system, the Altamont Corridor Rail Project could also create thousands of jobs—up to 120,000 jobs during construction and 60,000 permanent jobs. Community leaders think this project—together with California High-Speed Rail—is critical to help unlock the economic potential of the San Joaquin Valley.

The Bay Area has numerous transit alternatives, while the Central Valley and Tri-Valley struggle with clogged freeways and few transit options. This is rail for the rest of us! This is a grand vision, but one that is gaining momentum. Please join the conversation and help plan the Altamont Corridor Rail Project. This investment in our future could have immediate and lasting benefits that will invigorate our economies and sustain our environment for decades to come.

*A new golden age of rail awaits!*

—Cathleen Galgiani, Assemblywoman



For more information, please visit our website:  
[www.cahighspeedrail.ca.gov/Altamont\\_Corridor.aspx](http://www.cahighspeedrail.ca.gov/Altamont_Corridor.aspx)

# Public Meetings: Get on Board!

Please join us at one of our upcoming public meetings. A variety of options for the new rail corridor route and station sites will be presented for community feedback (see map on page 9), along with results of the preliminary Alternatives Analysis report. Your input is vitally important, as we are selecting the range of alternative routes and station sites that will go forward for detailed consideration in the environmental impact analysis. We want to hear your thoughts!

# 1

**February 24, 2011**

**Tracy**

**6:30pm—8:30pm**

Tracy Transit Station  
50 E. Sixth St.  
Tracy, CA 95376

# 2

**March 3, 2011**

**Livermore**

**6:30pm—8:30pm**

Shrine Event Center  
170 Lindbergh Ave.  
Livermore, CA 94551

# 3

**March 7, 2011**

**Santa Clara**

**6:00pm—8:00pm**

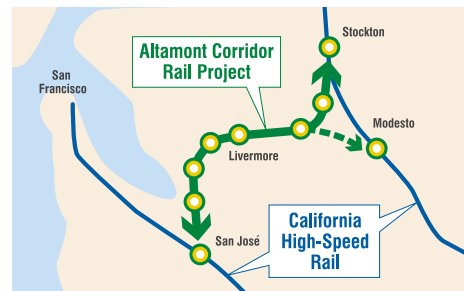
Santa Clara Central Park Library  
2635 Homestead Rd.  
Santa Clara, CA 95051



If you are unable to attend a meeting, you can participate in the online Webinar or share your comments through the website!

**ONLINE WEBINAR: March 10, 2011 • 11:00am—noon** *(Attendees can join 5 minutes prior to event.)*

<https://my.webex.com/join> • Event number: 593 883 927 • Event password: AltamontT1



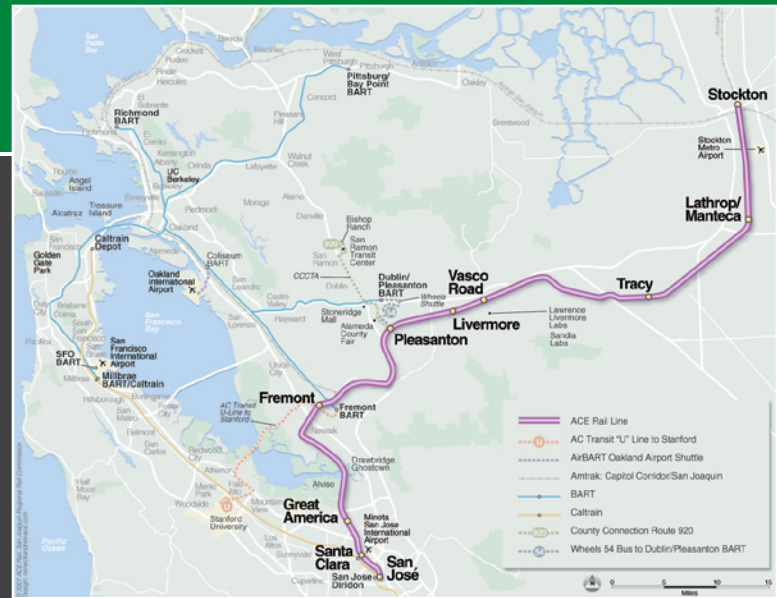


# ACE Today

The Altamont Commuter Express began operating in 1998 using the Union Pacific line. Today's ACE trains traverse communities with rich histories in the railroad business. Cities such as Livermore, Pleasanton and Santa Clara have retained old station depots, while Tracy credits the golden railroad era with the founding of their city. The Altamont Corridor Rail Project is an exciting opportunity to revitalize railroad history in this region with a new breed of modern trains.

Today ACE operates three weekday trains from the Central Valley to the Bay Area with stops in San Joaquin, Alameda, and Santa Clara counties. Many ACE riders are commuting to and from high-tech jobs in the Silicon Valley. One drawback of the existing ACE system is that it shares tracks with freight trains and Amtrak. This limits performance and commuters are feeling the effects. Interference from other trains, slow speeds due to tight curves, and frequent delays are some of the challenges that ACE riders face.

Yet ACE has a loyal ridership of people who make it part of their lives! Travel times are virtually the same as driving from Stockton to San José—about 2 hours each way. Many ACE commuters prefer taking transit to work, but would like to see a more robust schedule with more trains per day and extended hours of service. This would offer the flexibility needed by busy families and workers with off-peak schedules. Improving speed and convenience is what's needed for ACE to become the preferred choice for current car commuters.



# ACE for a New Generation

With the Altamont Corridor Rail Project, ACE has the potential to evolve into a world-class regional rail service. The vision is to create a modern streamlined system that provides faster intercity service and better regional connections. Diesel engines would be replaced with state-of-the-art electric trains that are faster, cleaner and greener.

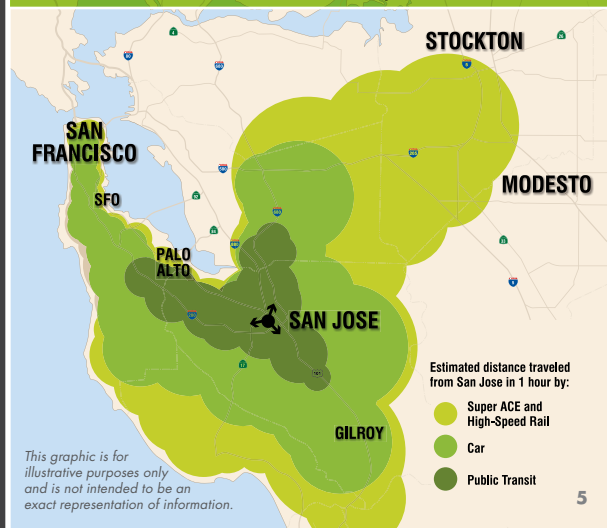
We know that thousands more 580/205 freeway commuters would give up driving if ACE could boost its speed and reliability. The Altamont Corridor Rail Project is a way to achieve both, as it would create a dedicated passenger train corridor and allow speeds up to 150 mph. ACE would be free of the restrictions and delays associated with sharing a track with freight trains. Local residents would no longer have to wait at railroad crossings. Commute times could be cut in half!

To enhance flexibility, the corridor could be designed as a shared corridor to accommodate both ACE and California High-Speed trains. When passing through the Altamont Rail Corridor, High-Speed trains would be required to run at reduced speeds. Future ACE trains could likewise run on the California High-Speed system by switching over at Stockton, Modesto, and San José stations. This design would enable people to ride a train from Sacramento to San José, for example, or from Livermore to Los Angeles. Imagine the possibilities!

While the planning process focuses on the big picture, a project this ambitious would likely be built in phases. Segments and component parts (such as a tunnel or section of improved track) could be built as funding becomes available. Early incremental improvements to parts of the existing system would benefit ACE riders sooner rather than later.



## One-Hour Time Travel Map



# Transportation Today

As any Tri-Valley commuter knows, the 580 freeway between the 205 and Route 84 consistently ranks as one of top ten most congested roads in the Bay Area. With no other freeway options available, all traffic coming over the Altamont Pass gets funneled onto the 580 freeway in Livermore, creating traffic snarls and gridlock. San Joaquin Valley commuters who cross the Altamont Pass to get to jobs in the Bay Area or Silicon Valley can routinely spend up to 4 hours each day on the road round trip.

Desperate drivers often get up well before dawn to avoid the peak freeway traffic hours. Commuters are not the only ones suffering. Residents in Livermore and Pleasanton are frustrated and want their streets back, as thousands of commuters get off the freeway to take shortcuts through their neighborhoods, trying to avoid the gridlock. Congestion is also a major problem for trucks, as this freeway has been identified as a serious choke point that constrains the movement of goods and services.

The problem could even get worse, as the San Joaquin Valley is California's fastest growing region with over 2.5 million new residents expected by 2030, many of whom will have workplaces far from home. Fortunately, local community leaders are actively engaged and working together to develop regional solutions to these transportation problems—focused on better train, light rail, and bus service to give drivers real options—as well as land use planning strategies to foster smart growth and more sustainable community development. But more people need to get involved!







# Solutions for Tomorrow

An exciting new regional rail network is being envisioned as a way to solve some of our most pressing traffic problems and connect communities in the San Joaquin Valley, Tri-Valley, and Bay Area like never before! Beyond transportation, trains offer the potential for a new way of life. Faster commutes, more time with family, access to job centers, opportunities for economic growth, benefits for business, cleaner air, cost savings for commuters, greater freedom, mobility, and fun are all part of the package!

The Altamont Corridor Rail Project could serve as the backbone of this regional rail system, linking into California High-Speed Rail stations in Stockton and Modesto, carrying passengers over the Altamont Pass to meet up with BART in the Tri-Valley, continuing on to the East Bay for more BART connections, and eventually reaching San José, where connections to California High-Speed Rail, Caltrain, Capitol Corridor, BART, VTA, and other transit services would await.

Along the way, ACE trains could make stops at local stations, designed to reflect the unique needs and preferences of the communities. Many towns such as Livermore, Tracy, and Manteca to name a few are looking at rail as a solution to meet the challenges of tomorrow—traffic, population growth, energy, climate change, natural resources—and do it in a more environmentally and economically sustainable way. They understand that planning for smart growth around stations is critical to maximize transit benefits and minimize urban sprawl into open space and farmland.






Imagine an improved Altamont rail corridor that could entice thousands of people out of their cars and onto the trains. Just one ACE train filled with 900 commuters could take approximately 850 cars off the road. If trains ran every hour or half-hour during the day, ridership could go up to 13,500 people per day and the number of cars taken off the road jumps to about 12,250!

This regional rail network is one long-term vision that is being explored by the Altamont Corridor Partnership Working Group agencies. It will require the leadership and involvement of many elected officials, agencies, groups, and neighbors to move it forward and make it work for our communities. The good news is that the conversation has started, but more input, ideas, and voices need to be heard!

One train can remove up to **850 cars\*** from the road in **ONE TRIP** alone!

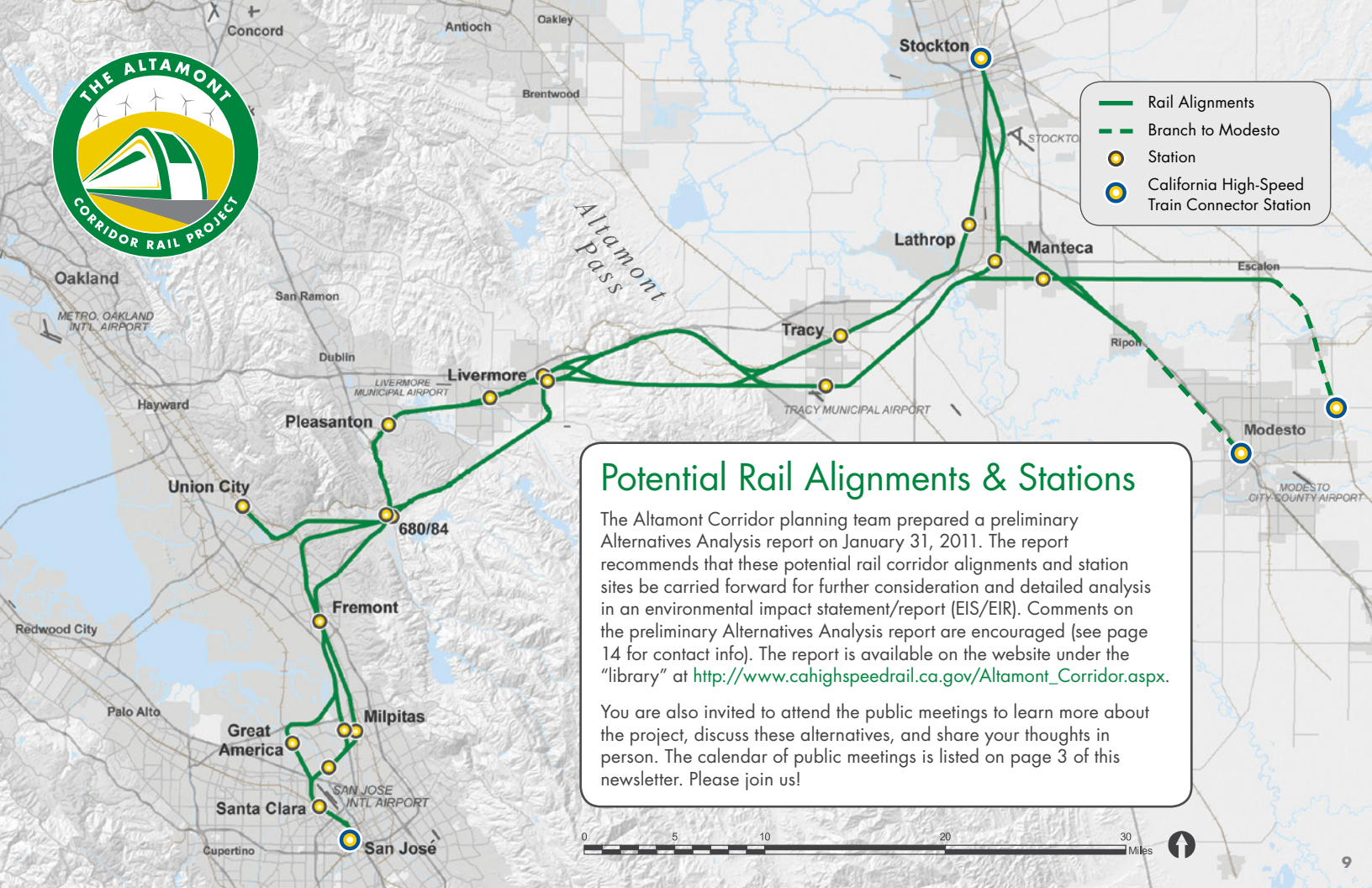


 = 10 cars

\* Based on an estimated rate of 1.1 passengers average per car in CA metro areas.

*Note: This graphic is for illustrative purposes only and is not intended to be an exact representation of information.*







## Potential Rail Alignments & Stations

The Altamont Corridor planning team prepared a preliminary Alternatives Analysis report on January 31, 2011. The report recommends that these potential rail corridor alignments and station sites be carried forward for further consideration and detailed analysis in an environmental impact statement/report (EIS/EIR). Comments on the preliminary Alternatives Analysis report are encouraged (see page 14 for contact info). The report is available on the website under the "library" at [http://www.cahighspeedrail.ca.gov/Altamont\\_Corridor.aspx](http://www.cahighspeedrail.ca.gov/Altamont_Corridor.aspx).

You are also invited to attend the public meetings to learn more about the project, discuss these alternatives, and share your thoughts in person. The calendar of public meetings is listed on page 3 of this newsletter. Please join us!

# What people are saying...



“Linking the Central Valley and Bay Area at speeds of 150 mph or higher, the Altamont Corridor Rail Project could move people through the region efficiently and would help jumpstart high speed economic recovery for our area.”

—Cathleen Galgiani, Assemblywoman

“For the last several years we have been seeking our own alignment through the Altamont, because the freight line we have been sharing is very slow. It has been fine for us as a starting point, but with a faster line we could really improve travel times for our customers.”

—Stacey Mortensen, ACE Executive Director

“This project is a game changer. It will be critical to enable employers to reach the largest number of commuters and workers. For Silicon Valley tech companies, Great America station is especially important. I strongly support this project.”

—Dr. Terry Brugger, ACE Rider

“I was a rider of the Altamont Commuter Express for a period of years to commute from my parent’s home in Manteca to San José for school at San José State University ... I can tell you from personal experience that these changes will greatly improve the conditions in which people get to work or to school ... I am fully behind this project.”

—Paul, San José State University Student



"I live in Livermore and ... it seems that a big win for rail would be to provide good regional transit systems (both passenger and freight) over the Altamont Pass, to alleviate congestion on I-580."

—Lansing, Livermore Resident



# We've been listening...

Four public scoping meetings were held in November 2009 which gave people an opportunity to raise questions and learn more about the Altamont Rail Corridor Project. Based on comments from you, here are some of the concerns you want us to consider:

- Consult with neighbors and stakeholders to address community impacts related to land use and cultural, agricultural, and biological resources
- Provide jobs and economic benefits
- Maintain the integrity of air and water quality and reduce noise, vibration, and traffic impacts
- Minimize site hazards during and after construction and address safety concerns
- Ensure that proper funding is available for the life of the Project
- Develop a feasible phasing plan with clear goals and objectives through a transparent planning process

“This could be huge not only for ACE but public transportation for Northern California in general. This is a big-picture project.”

—Brent Ives, Mayor of Tracy



"The Altamont Project would be one of the most significant advances in support of our University. Student and scientific support exchanges with the Bay Area will be essential for taking our University to the next level of international influence."

—Dr. Timothy Smith, University of the Pacific,  
Thomas J. Long School of Pharmacy and Health Sciences



# City of Tracy:

## Ready for Rail and a Greener Future

When it comes to faster, cleaner, and greener transportation, there's no doubt that the City of Tracy is on board. Just last year, the City held a ribbon-cutting ceremony to inaugurate the new Tracy Transit Station at 50 East Sixth Street. Conveniently located by City Hall and the downtown area, it is also situated not far from the original Southern Pacific station, which serves as a reminder to residents of the significance of transportation, as the City was founded as a result of the rail industry.

The Transit Station is one of many initiatives the City has executed since being designated as an Emerald City Pilot Project, a program launched in 2009 that provides municipalities with comprehensive green support, such as assistance on completing a Sustainability Action Plan (SAP). Goals outlined in the Tracy SAP include reducing motor vehicle use and dependency, improving air quality and public health, and promoting alternative modes of transportation. The Transit Station may just be the tool to achieve these sustainability targets.

Moreover, the City of Tracy is not being shy about its support for the Altamont Rail Corridor Project, which will transform ACE into an efficient, streamlined system. In fact, City leaders are quite vocal. Referring to the Tracy Transit Station, Mayor Brent Ives states, "There's no reason in the world why this can't be a station [for the Altamont Rail Corridor Project]." Not only would it allow faster and more convenient travel for commuters, but it may also stimulate economic activity and growth—something many cities, including Tracy, are quite eager for.

Meanwhile, the City of Tracy has strategically positioned itself and is enthusiastically waiting for the day when a faster, greener transit option is available, and when that day comes, they'll be ready for it.

Can you say the same for your city?



"We're excited about the transportation and economic benefits that improved rail service through the Altamont Corridor would bring to Tracy. This project will help the city realize its vision for a sustainable future, and strengthen connections to the Bay Area and Central Valley, which is critical to our future economic growth."

—Tracy Chamber Board Chair, Larry Benson



**City of Tracy: Bowtie Envisioned Future Character**

# THE ALTAMONT CORRIDOR RAIL

## WE ARE HERE



## How can **you** participate?

### Attend Upcoming Public Meetings\*

- February 24 in Tracy
- March 3 in Livermore
- March 7 in Santa Clara
- March 10 online

\* See meeting schedule on page 3 for more details.

### Contact Us

Send your ideas, comments, or request to join the mailing list to:



[Altamont\\_Corridor@hsr.ca.gov](mailto:Altamont_Corridor@hsr.ca.gov)



Altamont Corridor Rail Project  
Will Gimpel, California High-Speed Rail Authority  
c/o Parsons Brinkerhoff  
303 Second Street, Suite 700 North  
San Francisco, CA 94107-6306  
510.622.6688

### Facebook



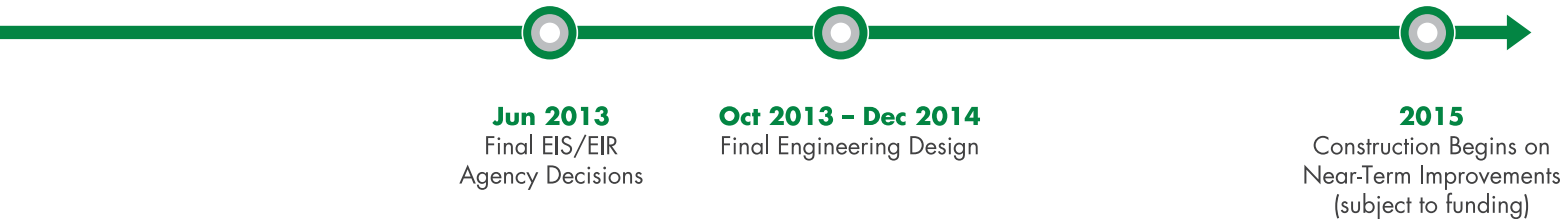
Join us on Facebook!

Search for "Altamont Corridor Rail Project" and click "Like."



# PROJECT: PLANNING TIMELINE

*Timeline subject to change.*



## Agency Partners

The Altamont Corridor Partnership Work Group is a collaboration of agencies providing strategic guidance and planning for this Project with the goals of integrating transit systems, maximizing efficiencies, and enhancing the regional transportation network.





## Altamont Corridor Rail Project

Will Gimpel, California High-Speed Rail Authority  
c/o Parsons Brinkerhoff  
303 Second Street, Suite 700 North  
San Francisco, CA 94107-6306



For more information, please visit our website:  
[www.cahighspeedrail.ca.gov/Altamont\\_Corridor.aspx](http://www.cahighspeedrail.ca.gov/Altamont_Corridor.aspx)



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# Visualize The Altamont